

Wendell L. Bevan, Jr.

D/SA

Approved For Release 2003/12/11 : CIA-RDP75B00326R000100210075-0

DATE: 16 March 1973

ROUTING

Comments regarding reference(s)

436

1	6	11	16	21
2	7	12	17	22
3	8	13	18	23
4	9	14	19	24
5	10	15	20	25

25X1

(classification)

(date and time filed)

(date)

(date)

(reference number)

TOP SECRET

16 MAR 73

SITE

TO

(IMMEDIATE NO NITE ACTION)

FOR

FROM B/G BEVAN

SUBJECT: SCOPE SHIELD

REFS:

25X1

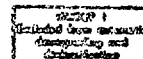
I. I HAVE A FEELING FROM YOUR [ ] THAT WE ARE NOT COMMUNICATING WITH EACH OTHER TOO WELL. I REALIZE THAT TRYING TO DO THIS BY CABLE IS NOT TOO SATISFACTORY AND THAT IF I COULD TALK WITH YOU ON A SECURE 'PHONE FOR ABOUT THREE MINUTES WE WOULD HAVE EVERYTHING CLEARED UP. THEREFORE, I WILL TRY TO ELABORATE. I WOULD HAVE PREFERRED TO SEND THIS CABLE INFO TO [ ] SINCE THEY MAY ALSO HAVE SIMILAR MISCONCEPTIONS BUT I HAVE DECIDED TO USE THE [ ]

25X1

COORDINATING OFFICERS

AUTHENTICATING OFFICER

TOP SECRET



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PAGE TWO

CITE

ROUTE SINCE MANY OF MY REMARKS WILL SEEM OVERLY CRITICAL

OF YOUR [REDACTED] I MAY AT A LATER DATE SEND A MORE 25X1  
BENIGN MESSAGE WHICH WILL INCLUDE [REDACTED] WHICH  
YOU SHOULD RECOGNIZE COVERS THE SAME SUBJECT MATTER.

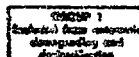
2. WE ARE HAVING A DIFFICULT TIME HERE IN HQS KEEPING  
THE PROJECT ALIVE. I SEE BOTH THE ENTIRE IDEALIST PROGRAM  
AS WELL AS THE TACKLE PORTION IN SERIOUS JEOPARDY. WHILE 25X1  
WE RECEIVED AUTHORIZATION FOR [REDACTED]

[REDACTED] AND THIS HAS NOW BEEN DONE,  
IT MIGHT APPEAR TO YOU THAT WE HAVE THE STRONGEST SUPPORT  
IN WASHINGTON TO CONTINUE THIS PROGRAM. THIS IS NOT THE CASE.  
WE ARE HOLDING ON FOR THE TIME BEING BY A VERY SLIM THREAD.  
THE FIRST POINT YOU SHOULD REALIZE IS THAT THE AIR FORCE,  
AND MANY OTHERS, WOULD DEARLY LIKE TO GET ALL THE U-2'S BACK  
UNDER THEIR CONTROL. THEREFORE, ANY TIME THAT WE WANT

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PAGE THREE

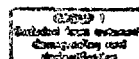
TO DO A MISSION, WE MUST DO IT IN THE SIMPLEST MOST UNCOMPLI-  
CATED MANNER POSSIBLE SO AS TO SHOW THAT WE HAVE A SMOOTH  
OPERATION AND CAN DO THINGS AT MINIMUM COST AND RELATIVELY  
EASILY. IT IS FOR THIS SAME REASON THAT MOST OF OUR PLANNING  
MUST BE DONE WITHOUT JRC, USAF, NRO, DOD, ETC., KNOWING  
ABOUT IT. THAT IS WHY I INCLUDED PARA 3 IN  25X1

3. WE HAVE AT HAND AN OPPORTNNITY TO FLY A MISSION  
WITH THE NEW H CAMERA (WHICH WE DEVELOPED) TO DEMONSTRATE  
OUR USEFULNESS. THUS FAR WE HAVE RECEIVED THE SUPPORT OF  
THE DIRECTOR, CIA, FOR A ONE-TIME MISSION TO SEE HOW GOOD  
H CAMERA PHOTOGRAPHY WOULD BE. UNDER THE ASSUMPTION THAT  
IT WILL BE EXCELLENT AND USEFUL PHOTOGRAPHY THEN THE SUBJECT  
OF WHO WILL CONDUCT ADDITIONAL AND CONTINUAL FOLLOW-ON MISSIONS  
WILL OCCUR. EITHER WE WILL BE ABLE TO DO IT ON A CONTINUAL  
BASIS OR WE WILL HAVE TO GIVE THE AIR FORCE OUR ASSETS AND

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(classification) (date and time filed) (date) (place)  
(reference number)

PAGE FOUR

CITE

TO

LET THEM DO IT

4. THE BEST WAY TO FLY THE MISSION IS TO TAKE OFF FROM

I AM CONSIDERING USING

FOR TWO REASONS ONLY:

B. IT WILL ALLOW US TO REMOVE THE FILM BEFORE

THE AIRCRAFT ACTUALLY RETURNS THIS WAS  
COVERED IN PARA 3,

5. THE PRIMARY PROPOSAL WHICH WE HAVE SENT TO THE  
WHITE HOUSE IS TO RECOVER WITH THE OPTION THAT  
WE USE IF REQUIRED. AS I SEE IT, THE PRIMARY  
RESPONSIBILITY THAT YOU HAVE IS TO SEE THAT THE MISSION IS  
PROPERLY BRIEFED, THE AIRCRAFT READY FOR DEPARTURE, THE  
DEPARTURE AND RECOVERY PROCEDURES SPECIFIED ARE UNDER-

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PAGE FIVE

CITE

TO

STOOD, AND THE MISSION FLOWN CORRECTLY. ONCE THE MISSION HAS BEEN ACTUALLY FLOWN AND IF THE AIRCRAFT RECOVERS AT

25X1 [REDACTED] THE ONLY REMAINING PRIMARY TASK IS TO REMOVE THE FILM, GIVE IT TO A COURIER AND SEND IT BACK TO HAWAII.

I FRANKLY AM NOT OVERLY CONCERNED THAT THE AIRCRAFT

RETURNS IMMEDIATELY [REDACTED] THIS IS OF SECONDARY IMPOR-

TANCE. AS A MATTER OF FACT, I HAVE NO OBJECTION TO IT

RETURNING THE NEXT DAY, IN THE DAYLIGHT, FOR REASONS OUTLINED

IN THE LAST PART OF PARA 4 [REDACTED] FOR THE ABOVE REASONS,

I FIND IT DIFFICULT TO APPROVE YOUR RECOMMENDATION IN

25X1 PARA 7, [REDACTED] IF BY DETCO YOU ARE REFERRING TO YOURSELF.

6. I HAVE BEEN TOLD THAT IF THE ARTICLE HAD TO DIVERT

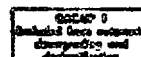
TO ONE OF THE AIRFIELDS IN [REDACTED] THAT

IT COULD BE RECOVERED WITH THE NUMBER OF PEOPLE THAT

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8		16	
ACTION/STATUS	DEFERRED	PRIORITY	INITIALS
	ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

TO

INFO

PAGE SIX

CITE

25X1

YOU COULD FIT INTO A U-3. THEREFORE, WHILE I CANNOT

QUARREL WITH YOUR PERSONAL RECOMMENDATIONS ON THE

NUMBER OF PEOPLE AND EQUIPMENT YOU WANT TO TAKE TO

25X1 [ ] PER PARA 6, [ ] I WOULD FIND IT VERY 25X1

DIFFICULT TO EXPLAIN TO DOD, USAF, ET AL WHY WE NEED SO

MANY PEOPLE TO DO A JOB THAT WE HAVE ALWAYS INFERRED WE

COULD DO WITH LESS. WHILE I DO NOT WANT TO SPECIFY NUMBERS,

I HAD SOMEHOW VISUALIZED BETWEEN [ ] PEOPLE 25X1

25X1 TO GO [ ] WE DO NOT NEED THE [ ] UNTIL 25X1

LATER, FOR EXAMPLE. WHILE I AGREE THAT A FIRST-CLASS OPERATION

WOULD REQUIRE WHAT YOU HAVE INDICATED, I HOPE THAT YOU WILL

KEEP IN MIND THESE OTHER THOUGHTS THAT ALL I REALLY

WANT TO DO IS TO HAVE A VERY LOW PROFILE [ ] WITH 25X1

AS FEW PEOPLE AS POSSIBLE. IF YOU DO NOT THINK THAT THIS

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GROUP 1  
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TO :  
FROM :  
CONF :  
INFO :

P R O C E D U R E	DEFERRED	PRIORITY	INITIALS
	ROUTINE	OPERATIONAL IMMEDIATE	INITIALS

25X1

TO

INFO

CITE

PAGE SEVEN

OPERATION CAN BE CONDUCTED AS I HAVE DISCUSSED, THEN I  
WILL HAVE TO ABANDON ANY THOUGHT OF USING [ ] AS AN  
ALTERNATIVE RECOVERY BASE.

25X1

7. I AGREE WITH YOUR BASIC CONCEPT IN PARA 5,

[ ] (I DO NOT CARE FOR THE LOW APPROACH [ ]  
[ ] SCHEME) BUT AM AFRAID THAT PERHAPS YOU MAY BE

25X1

OVERLOOKING THE FLYING SAFETY ASPECT. IN REVIEWING MY  
PARA 4 OF [ ] YOU WILL RECALL THAT AVOIDANCE OF

[ ] IS FIRST PRIORITY. I DO NOT BELIEVE  
THAT YOU ACTUALLY HAVE TO FLY AS LOW AS YOU HAVE INDICATED  
TO DO THIS. I AM CONCERNED ABOUT THE BUFFETING TO A FULLY  
LOADED AIRCRAFT AT THIS LOW ALTITUDE AND OTHER FLYING  
SAFETY FACTORS, INCLUDING NIGHT RECOVERY. PLEASE LET ME  
HAVE YOUR ESTIMATE OF THE MINIMUM ALTITUDE [ ]

25X1

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25X1

(classification)

(date and time filed)

(edit)

(page)

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PAGE EIGHT

CITE

TO  
25X1

THAT A U-2 CAN BE OBSERVED

E-2 IMPDET

25X1

END OF MSG

25X1

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